

variable stars in certain globular clusters, the new star appears on plates taken at Arequipa, Peru, between April 8 and July 1, 1895. Prof. Bailey, in an examination of 15 plates, found in the cluster of Colles Vanatoli, Messier 3, not less than 87 variables; and a few other notable ones were observed, but the phenomenon is not general among star clusters.

[illegible]

be examined by a medical expert as to the state not only of the ears but of the larynx and nasopharynx. Catarrhs of the naso-pharynx are indicated by "a stunted stare when the teacher speaks, and the power of hearing varies with the weather." This infirmity is often mistaken for mental deficiency, and if not remedied may, in the opinion of some authorities, actually result in insanity. It renders the subject unusually susceptible to diphtheria. The well-being of both the pupil and the school depends on the earliest possible surgical treatment. It is contended that the defect is really of national importance in every country, and that competent medical examiners could achieve wonders in the way of preventing life failures, by giving attention not only to the sight and hearing of pupils, but also to anthropometry and general sanitary conditions.

The oft-mooted idea of utilizing the earth's internal heat for power and domestic purposes has been revived recently by the Russians. It is assumed practical after twenty years of experiment. In Russia there have been hot springs for centuries; but there existing have supplied hot water which has been used for public baths and buildings, and for warming green houses and winter gardens. The plan is now being seriously considered, and it is estimated that to sink such wells to 12,000 or 15,000 feet, it is thought that the water from such a depth would have a temperature of about 200 degrees C., and should, therefore, yield steam for power as well as the heat required in buildings.

11The peanut is a fat-producer having none of the disagreeable taste of cod-liver oil, and is said to have given excellent results in the case of convalescing patients. A physician declares that he finds the most satisfactory remedy he has tried.

One year's record of electric traction in

Europe is about 100,000, the aggregate mileage from 1891 to 1934, and of the number of motor cars from 538 to 1,236. Germany has 22 lines, aggregating 227 miles; France, 11 lines, of 55 miles; England, 35 lines, of 492 miles. The overhead trolley is used on 55 out of the 70 roads.

A fire in a mine is usually extinguished or kept from spreading by building in front of it a safety dam of planks and mortar, requiring considerable labor. The same is the first dam, frequently being very defective, and it frequently happens that several dams must be built in a series one behind another. A portable pneumatic safety dam, intended to shut off the fire quickly and not work with the air, was recently patented by a German mining congress. It is the invention of R. Wagner, of Michalkowitz, Upper Silesia, and two men can quickly put it in place, completely closing any level of a section and not more than nine-fifths of that of its own. A mere substitute dam of brick or wood can at once be destroyed if fire. The apparatus consists essentially of a bag of air-tight material suspended on a frame of four legs, with a sliding catch and a hollow handle. The whole folds into small space when not in use.

"MADE IN GERMANY"

The New Review for January opens a series of what promise to be some very remarkable articles on the decline of England's industrial supremacy. "Made in Germany" is the title

"I hold no brief for any doctrine or remedy; I am not prompted by the Bismarck League nor by devotion to Free Trade nor by any of the economic schemes and doctrines which reformers are propounding for the cure of our commercial ills. I am content with the facts as they are, to collect and arrange the facts so that they may clearly show forth the causes; and point with inevitableness to the remedies, if and where there may be."

"To begin with, Germany is content with our casual goods, but only too blantly what our casual goods are, "made in Germany" really and seriously mean. Here are some "casual" facts:

"German seat cushions to the value of \$119,111; cottons to the value of \$462,801; embroidery and needlework to the value of \$10,884; leather gloves to the value of \$29,916 (nearly six times the value of our gloves); German woollens to the value of \$207,580. Despite the exceeding cheapness of toys, the value of German-made playthings for English nurseries amounted in 1894 to \$455,452. In the same year the value of German-made pianos was \$23,128, and paper and paste-board to the value of \$28,926. For pianos we paid her as much as \$406,150 for china and earthenware, \$246,857 for prints, engravings, and pictures, \$112,112 for toys, and \$112,112 for other goods, which belong to the category of English manufactures. This other export is also worth quoting:—

"In 1876 the made-in-Germany exports to the United States were \$2,802,000; in 1894 they were \$12,852,000; in 1895, Germany made in 1876 425,123 tons of iron."

and, in 1894, 3,617,000 tons. Her imports and export statistics total the same tonnage as the German Empire's in 1901, 3,617,000 tons; in 1894 they stood at 2,005,000 tons (for the same year England's exports of iron had decreased). In the matter of cottons Germany's exports were 9,960,100 kilograms in 1893 and in 1894 10,385,000 kilograms, an increase of more than 127 per cent. (England's increase in the same period was only about 21 per cent.) Shipping returns are a pretty sure test of commercial prosperity, and in this respect significant that in 1893 the total tonnage of the sea-going ships which called at Hamburg for the first time left Liverpool behind, and in 1893 Hamburg's shipping was 100,000 tons more than in 1892.

How is it done? Well, by diplomacy for one thing. For instance, Mr. Threustein points to the recent commercial agreement between Russia and Germany, which has secured for the latter a most favourable standing. Russian duties on German imports were reduced heavily almost all round. Only mark this:

"One exception, however, is worth noting: the duty on raw iron was reduced by 5 c. only. A further reduction was proposed, but the German Government said it was not wanted, inasmuch as to lower the tariff would be to profit England, and thus to bring about a 'dumping' of the so-called 'Favored Nation' clause."

But diplomacy would be useless without the enterprise which it only assists. Take a couple of instances in the competition of Germany with English houses:

"Of Bulgaria the *Board of Trade Journal* relates that 'the efforts shown by the German Government to secure the largest possible export of apples to that country have been with success.' This is apparent within the truth. Germany has already given us a handsome beating for, whereas in 1895 Bulgaria took German goods to the value of 2,700,000 marks, in 1902 she took them to the value of 12,067,000 lew. To take a final instance: in 1894 German exports to Australasia were valued at 6,315,000 marks; in 1893 they amounted to 17,400,000 marks; in 1892 to 18,000,000 marks. The main bulk of these imports to these colonies are 'Made in Germany.'"

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RENOIR" FROM LEITH, ANTWERP, AND LONDON.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, where they will be stored until the 14th inst. at 4 p.m. No claims will be admitted after the 14th inst. at 4 p.m. All goods remaining undelivered after the 14th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th inst. at 4 p.m. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst. at 4 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st February, 1896. [382]

"PINILLOS" LINE OF STEAM PACKETS.

FROM GLASGOW, LIVERPOOL, ANTWERP, BARCELONA, CADIZ, AND MANILLA.

THE Steamship.

"BARCELONA" having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd February, 1896. [371]

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, AND STRAITS.

THE Company's Steamship.

"GLENVALE" having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd February, 1896. [383]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH" FROM GLASGOW, LIVERPOOL, AND STRAITS.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. Bills of Lading will be countersigned by DODWELL, CARILL & CO., Agents.

Hongkong, 5th February, 1896. [333]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM TACOMA, WASH., YOKO, HAMA, AND KOBE.

The above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their goods from the Godowns.

Cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

DODWELL, CARILL & CO., Agents.

Hongkong, 4th February, 1896. [9]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer.

"IXION" are hereby notified that the Cargo is being discharged into Carts or loaded at the Godowns of the Underwriter; in both cases it will be at Consignees' risk. This Cargo will be ready for delivery on the 14th inst. at 4 p.m. Goods undelivered after the 14th inst. will be subject to rent. All damaged goods must be left in the Godowns, where they will be examined on the 14th inst. at 4 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th February, 1896. [383]

NOTICE TO CONSIGNEES.

THE S.S. "S. N. C." Steamship.

FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo are hereby informed that the above-named vessel is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. Bills of Lading will be countersigned by BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th February, 1896. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GISELA" FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo are hereby informed that the above-named vessel is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst. at 4 p.m. Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 7th February, 1896. [25]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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Hongkong, 7th February, 1896. [25]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GISELA" FROM ANTWERP, LONDON, AND STRAITS.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOERABAYA.

THE Steamship.

"SHANTUNG" Captain Fremont, will be despatched TO-DAY, the 10th Feb. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th February, 1896. [382]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI DIRECT.

THE Steamship.

"PAOTING" Captain Giles, will be despatched TO-DAY, the 10th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th February, 1896. [409]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG, AND ANTWERP.

THE Steamship.

"MERIONETHSHIRE" Captain Davies, will be despatched for the above ports TO-DAY, the 10th inst. at 3 p.m. For Freight or Passage, apply to DODWELL, CARILL & CO., Agents.

Hongkong, 6th February, 1896. [308]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship.

"KUTSANG" Captain Gao Poo, will be despatched as above TO-DAY, the 10th inst. at 3 p.m. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th February, 1896. [380]

FOR SHANGHAI.

THE Steamship.

"PEIYANG" Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 11th inst. at 4 p.m. For Freight or Passage, apply to STEPHENSON & CO., Agents.

Hongkong, 7th February, 1896. [410]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

MOUNT LEBANON (Wednesday) 12th Feb.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship.

"MOUNT LEBANON" will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBÉ and YOKOHAMA, on the 12th February.

Consular Invoices of Goods for United States Ports should be in Quadruplicate, and one Copy must be sent forward by the Steamer to the General Agent, Pacific Coast Agent, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & CO., Agents.

Hongkong, 28th January, 1896. [315]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship.

"MARIA TERESA" will leave for the above places on or about THURSDAY, the 13th inst. For Freight or Passage, apply to SANDER & CO., Agents.

Hongkong, 6th February, 1896. [5]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PERU (via Nagasaki, Kobe, and Yokohama) SATURDAY, Feb. 23, 1896, at Noon.

CITY OF PEKING (via Nagasaki, Kobe, and Yokohama) THURSDAY, March 12, 1896, at Noon.

CITY OF PEKING (via Nagasaki, Kobe, and Yokohama) TUESDAY, March 21, 1896, at Noon.

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on SATURDAY, the 23rd February, 1896, at Noon. Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of steamers, are valid to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and to Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in London. Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Prince Street.

J. S. VAN BUREN, Agent.

Hongkong, 10th February, 1896. [3]

VESSELS ON THE BERTH

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON.

THE Steamship.

"GLENESK" Captain Webster, will be despatched as above TO-MORROW, the 11th inst. at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 5th February, 1896. [385]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

THE Company's Steamship.

"HOHENZOLLERN" Captain P. Wetten, will leave for the above ports on or about TO-MORROW, the 11th inst. For Further Particulars, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 7th February, 1896. [7]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship.

"RADNOSHIRE" Captain Davies, R.N.R., will be despatched as above on or about TO-MORROW, the 11th inst. For Freight or Passage, apply to DODWELL, CARILL & CO., Agents.

Hongkong, 4th February, 1896. [384]

STEAM TO NATAL AND CAPE PORTS.

THE NAPAL DIRECT LINE.

FROM CALCUTTA.

(Messrs. BULLARD, KINE & CO.'S LINE.)

The Underwriter having been appointed GENERAL AGENTS in China and Japan for the above line is prepared to issue THROUGH BILLS OF LADING for NATAL, EAST LONDON, PORT ELIZABETH, MELBOURNE, SYDNEY, and other ports in Australia. Transhipment will be made at CALCUTTA.

Next sailing from CALCUTTA, S.S. "CONGELLA" on the 28th February to be followed by the S.S. "FONGOLA" 21st March, S.S. "WIMZING" 16th April, and thereafter every three weeks.

SPECIAL NOTICE.

From POOCHONG and HONGKONG.

Direct to CAPE PORTS.

"PONGOLA" will load middle July.

"CONGELLA" will load end August.

For Freight and further Particulars, apply to DODWELL, CARILL & CO., Agents.

Hongkong, 27th January, 1896. [10]

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A. British Bark.

"FORBOSA" Captain A. Oliphant, shortly due here, will load for the above port, and will have quick despatch. For Freight, apply to MELCHERS & CO., Agents.

Hongkong, 1st February, 1896. [350]

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH.

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